

The Hong Kong Telegraph.

(ESTABLISHED 1881)
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WEATHER FORECAST
FINE
Barometer 29.97

October 9, 1913, Temperature a.m. 77, p.m. 81; Humidity..70, 80.

October 9, 1912, Temperature a.m. 13, p.m. 82; Humidity..83, 45.

9,218 九月十九日

FRIDAY, OCTOBER 10, 1913.

伍拜
九月十日香港

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TELEGRAMS.
HOME RULE.
MR. CHURCHILL'S SPEECH.

TELEGRAMS.
KAISER AND SON-IN-LAW.
A STATEMENT ISSUED.

TELEGRAMS.
STRIKE IN VANCOUVER.
200 MINERS ON TRIAL.

TELEGRAMS.
MEXICO'S TROUBLE.
REBEL SUCCESS.

TELEGRAMS.
AUSTRALIAN DEFENCE.
STRENGTH OF THE FORCE.

TELEGRAMS.
NAVAL EXPENDITURE.
MR. CHURCHILL SPEAKS OUT.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Reuter's
[Service to the "Telegraph."]
London. Received Oct. 9.
Mr. Winston Churchill, the First Lord of the Admiralty, in a speech at Dundee, denounced at the outset the campaign of calumny against individual Ministers by "policemen of politics."

Referring to the Home Rule Bill, he said the last substitute for a Parliamentary majority which the Unionist party was being urged to adopt was a civil and religious war in Ulster, accompanied by a mutiny of the Army and the boycott of the Territorials.

An ill Day.

If that were that situation in October, what would it be by November 5, when the Home Rule Bill would pass? It would be an ill day when a Government was weak and cowardly enough to succumb to the violence of any section of the community.

Must be a General Election.

Before Home Rule could be fully operative—before any legislation could be passed by the Irish Parliament—there must be a General Election.

"Should the result be a transference of power it would be open to the Unionists to repeal the measure, and that is our answer to their complaints."

"I tell the Ulstermen that there is no advance that they can make which will not be matched by their Irish fellowcountrymen and the Liberal party. One party, and one party alone, can carry Home Rule, but it will take more than one party to make it a lasting success."

Peace Better Than Triumph.

Peace, added Mr. Churchill, was better than triumph, provided that it was peace with honour. The Home Rule Bill was not unalterable. The Parliament Act rendered far-reaching alteration possible, but there was only one condition, and that must be agreement.

A Game of Bluff.

Lord Hugh Cecil, speaking at Huddersfield, said the Government were playing a dangerous game of bluff. They could not resist the Unionists' demand for an appeal to the people to decide the great issue of Home Rule or Union.

Unionist papers offer conflicting comments on Mr. Winston Churchill's speech.

The Daily Mail says that if a settlement is reached it will be largely due to Mr. Churchill's wise and conciliatory utterance.

A Guarded Reference.

The Morning Post states that Mr. Churchill's guarded and vague reference to North East Ulster may turn out of great importance, but cannot easily be reconciled with the rest of his speech.

The Daily Telegraph states, "While Mr. Churchill recognises the gravity of the position in Ulster, we regret that he accompanied his recognition with language almost designed to render it negatory."

A Waste of Words.

The Daily Graphic says, "Mr. Churchill's talk of concessions is a waste of words. The Unionists must be prepared for a more serious struggle than they have yet contemplated."

The Daily Express says that if the Government mean what Mr. Churchill says, all thought of a conference and compromise becomes vain. If they insist on civil war they will have it.

The Daily News and the Daily Chronicle appeal to the Unionists in view of Mr. Churchill's speech to drop heroes and frankly face the facts.

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London. Received Oct. 10.
In view of reports regarding the estrangement of the Kaiser and his son-in-law, a communiqué has been issued at Berlin showing that Prince Ernst Augustus has definitely renounced his claim to Hanover thus securing for him the throne of Brunswick where it is understood he will make a formal entry as Duke shortly.

Is it binding?
It is doubtful, however, whether the renunciation is binding on all the members of the Cumberland family and descendants in some quarters in Berlin demand guarantees to this effect before the recognition of Prince Ernst Augustus as Duke of Brunswick.

On October 5 the following telegram was published—

Reuter's correspondent at Berlin reports that the Guelph-Hohenzollern controversy has been revived. One of the members of the Guelph party stated that at a conference at Karlsruhe prior to the betrothal of the Kaiser's daughter, Prince Ernst Augustus, when asked to renounce the Throne of Hanover, replied, "Honour comes before Love," and then left the room. In view of this and other utterances by the Guelphs the German Press is demanding an explicit statement on the matter. Prince Ernst Augustus alleges that the Kaiser threatened not to confer the Duchy of Brunswick on him.

THE CHINESE REPUBLIC.

RECOGNITION BY THE POWERS.

London. Received Oct. 10.

Reuter's correspondent at Berlin states that on the occasion of the election of Yuan Shih-kai and the recognition of the Republic, the Kaiser exchanged friendly telegrams with Yuan Shih-kai.

Reuter's correspondent at Vienna states that Austria-Hungary has recognized the Republic.

President Yuan Shih-kai sent a message of thanks to King George upon Britain's recognition of the Republic. His Majesty replied in a congratulatory telegram,

BALKAN AFFAIRS.

ESTABLISHING FRIENDLY RELATIONS.

London. Received Oct. 9.
King Ferdinand and the Sultan of Turkey exchanged most cordial telegrams on the occasion of the ratification of the Treaty of Constantinople. They expressed their resolution to establish the most friendly relations between the two countries.

Roumanian Action.

The Roumanian Cabinet, after several hours' deliberation, has decided to take vigorous diplomatic action to prevent the outbreak of a fresh Balkan War.

THE LABOUR PARTY.

NO ROOM FOR SYNDICALISTS.

London. Received Oct. 9.
Mr. Birrell Macdonald, speaking at Hendon, said the cause to the progress of the Labour Party was the advocacy of direct action in sympathetic strikes. There was no room in the Party for Syndicalists.

TELEGRAMS.
200 MINERS ON TRIAL.

TELEGRAMS.
REUTER'S
[Service to the "Telegraph."]
London. Received Oct. 10.

TELEGRAMS.
REUTER'S
[Service to the "Telegraph."]
London. Received Oct. 10.
Reuter's correspondent at Victoria states that the trial has commenced of 200 miners. The miners are resuming on a small scale with non-unionists who defy the pickets. Australian and American coal is arriving and there are still 150 troops on duty.

[On August 30 a telegram stated that it was reported from Vancouver that the miners' strike continued. No fewer than 160 men had been arrested, the majority being committed to the Assizes. Among the prisoners was a Legislator named Mr. John Place, who was accused of participating in an unlawful assembly and of being in possession of stolen property, a revolver used by a rioter being found at his residence.]

NEW VESSELS.

A RECORD YEAR.

London. Received Oct. 10.

According to Lloyd's annual report, 851 new vessels were registered during 1912 of which 58 were sailing vessels.

The total tonnage is 1,843,250 tons which is a record.

Sixty per cent. of the vessels were for the United Kingdom and the remainder for the Colonies and foreign countries.

THE CATHEDRAL ORGAN.

As is known, the Cathedral Organ was completely overhauled and partially rebuilt by the original builders in 1909, at a very considerable expenditure.

Whilst most of the work then done has proved entirely satisfactory, it was most disappointing to find that within a year most serious defects showed themselves and these have so increased as time goes on that for the last six months or more a great part of the instrument has been unusable. These defects have been traced to the extensive use of glue, of a nature which, however excellent, is not suited to the exigencies of this climate; the glue has simply perished and the trouble is the more difficult to remedy, in that it is the more vital and inaccessible parts of the organ which have suffered most. No defect could have evinced itself which would be more difficult to cure or more completely place the other excellencies of the instrument at a discount. In the absence of a skilled workman the labour of finding and carrying out a remedy has fallen on Mr. Denman Fuller and some idea of the labour involved will be gathered from the fact that before the work could be even started, a small section of the organ, over five hundred pipes, had to be removed, each one of which has had to be separately fitted and tuned on replacing. The labour involved has been very considerably increased by a lack of suitable accommodation for storing the pipes during the carrying out of the work, but we are glad to say that as far as the work has been now done, it has been to a very great extent successful and whilst it has not been entirely so owing to the fact that a complete remedy is not possible without having the organ down altogether, it is so much so that it is hoped the monthly organ recitals will be started before long. In connection with a number of tedious experiments and for much practical help in carrying out this work Mr. Denman Fuller wishes to express his indebtedness to Mr. H. A. Cox, Mr. B. H. Douglas, Mr. A. H. Hewitt and Mr. W. K. Reynolds all of whom have rendered most valuable assistance. — Church Notes.

The Military Correspondent of The Times, in an article reviewing the arguments in favour of a Channel Tunnel, wrote:

The case for the Channel Tunnel will have to be made a great deal stronger than it is at present before the British public can safely part with the advantages of their insularity; and our military force at home will have to become much more formidable than they are before the undoubted risks of this dangerous scheme can be accepted with equanimity.

Thus, however considerable the commercial advantages of the tunnel may appear to be, whether we attribute much or little value to the safeguards at our end of it, and whether we rate the national risk to be great or small, there can be no question that a tunnel will add to our anxieties and will modify the conditions under which the defence of the country will have to be undertaken. Consequently, and until a national Army has been created in England, it would be an act of folly to banish away our insularity, to add fresh dangers to those already confronting us, and to burden ourselves with a land frontier and more continental responsibilities.

In a leading article the Times of September 15 stated:—

In our opinion the arguments against the proposal are conclusive. The increase in the power and efficiency of our naval armaments can only be regarded relatively; and relatively our position at sea has changed since the time when, some years ago, this scheme was unequivocally rejected by the experts and by national feeling. As regards our military strength we have certainly not improved the position. The supporters of a Channel Tunnel continue, nevertheless, to urge its value in peace and in war, commercially and strategically. Its value from the latter point of view is the more questionable of the two. There is one element of danger that cannot be eliminated, the risk that our end of the tunnel might be surprised. The Committee which inquired into the project in 1882 admitted the inadequacy of all the means of protection that could be devised. Lord Wolseley was emphatic in denying that a surprise of this kind was impossible. What he said then has lost none of its force. Indeed, the naval manoeuvres of this year have amply justified his statement; and the risk of a raid on Dover is one which the nation can never prudente accept until its territorial forces have been organized on a national basis.

If the Navy is unable to hold the Channel in time of war, then the tunnel becomes a positive danger to our anxieties and to the security of the national sense of security. We cannot afford to lose this position and thereby to add to our anxieties and to the responsibilities of those who are charged with the task of providing for our defence.

TELEGRAMS.
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[Service to the "Telegraph."]
London. Received Oct. 10.
Telegrams from Mexico state that the federal commander, Alvarez, has surrendered Torreón to the rebels after four days fighting in which both sides lost heavily. A San Francisco message states that Still, the constitutionalist commander, executed Alvarez, his staff, and 125 soldiers.

Reported Massacre.

A later message speaks of a great massacre of Spaniards, 175 being slaughtered. Upwards of three hundred British and other foreigners left Torreón by special train a fortnight ago for a place of safety.

THE CHANNEL TUNNEL.

The "Times" Finally Against It.

danger; but, if it is certain that we can close the Straits, we may doubt the strategic necessity of the undertaking altogether. Supporters of the proposal estimate highly its value as a rapid means of transit for food supplies from France to England in time of war.

It is certain that France would possess such a surplus as might admit of her rendering us this aid.

Undeniably a new source of supplies from the East by way of Marseilles and Calais would be welcome; but, it must be borne in mind that this pre-supposes our complete control of the Mediterranean trade routes.

From this point of view also the claims of a tunnel can be exaggerated. Even under the most favourable conditions, it is not to this quarter that we look for provisions. We have a natural advantage in our long sea-board and numerous ports. Even with the increasing power, range, and independence of the submarine, it is inconceivable, while we are in a position to carry on war at all, that any blockade of our coasts could be established in such a way as seriously to affect communications without inexhaustible resources over-seas.

Indeed, it is difficult to see in what way the existence of a Channel Tunnel would ever be of strategic advantage to this country, however much the conditions of modern warfare may be modified in the future.

On commercial grounds the scheme is perhaps entitled to more sympathy, though even here its drawbacks are considerable.

A "dry-land" route to the Continent would certainly create a very large increase in the number of travellers to and from this country.

An equally important but less desirable consequence would be the still greater influx of foreign labour into a country in which the problems of alien immigration are already serious enough.

Undoubtedly we might look forward with confidence to an increased volume of trade; but manufacturers are by no means agreed that this would be an unmixed blessing.

To some manufacturers the increased foreign competition would bring ruin, while those who gained would have to face the possibility of an increase of tariffs in other countries.

With all these facts in view, it is hardly surprising that the nation as a whole has declined to exhibit any signs of approval of the project.

While our relations with France continue to be most intimate, and while it is impossible to foresee any change or cause of change in them; yet the tunnel, once constructed, would be permanent, and international agreements are not.

Both sides of the Channel must recognize this. If France were to become unfriendly or if Calais were to be seized by another Power, the tunnel would be worse than useless to this country.

Apart from these considerations, the establishment of the tunnel would be a positive danger to the security of the national sense of security.

Indeed, the tunnel would mean to us the loss of the naval manoeuvres of this year, which have amply justified his statement; and the risk of a raid on Dover is one which the nation can never prudente accept until its territorial forces have been organized on a national basis.

If the Navy is unable to hold the Channel in time of war, then the tunnel becomes a positive danger to our anxieties and to the responsibilities of those who are charged with the task of providing for our defence.

TELEGRAMS.
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London. Received Oct. 10.
Reuter's correspondent at Melbourne states that the Australian Defence Force totals 240,065, of which 7,788 belong to the navy.

Making up for Lost Time.

The Government's efforts to check the growth of armaments had failed and they had to make up for lost time in order to reach a position in which the country and the Empire would be beyond danger.

Relations with Germany.

Simultaneously with Britain's naval development the relations with Germany had continually improved until to-day they were on a thoroughly satisfactory basis.

Danger from Panic.

There was much more danger, said Mr. Churchill, of ill-will between nations through panic arising from want of preparation than from a calm assurance of strength.

Rubber Share Market.

Meers Zorn and Leigh-Hunt's Mid-weekly report on the Rubber share market and list of quotations, dated September 10, states:

In the absence of any sensational results from the rubber sales now in progress, the share market has continued to display an idle and drifting tendency.

As very active private dealings in the commodity have been in progress during the past week, only about 775 tons are catalogued, although nearly double this quantity at one time seemed likely to come under the hammer.

Prices realised so far are about a penny per lb. lower than last time.

While the immediate course of the commodity market is still surrounded with much uncertainty, recent advices indicate that many more manufacturers are now beginning to buy the plantation product in consequence of its relatively low price compared with hard find Para.

A steady development of this tendency is to be expected while the big discrepancy between the two products exists; and once manufacturers have adapted

THIS SPACE TO LET.

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Hongkong, 1st Feb. 1912. [18]

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Hongkong, 1st Feb. 1912. [18]

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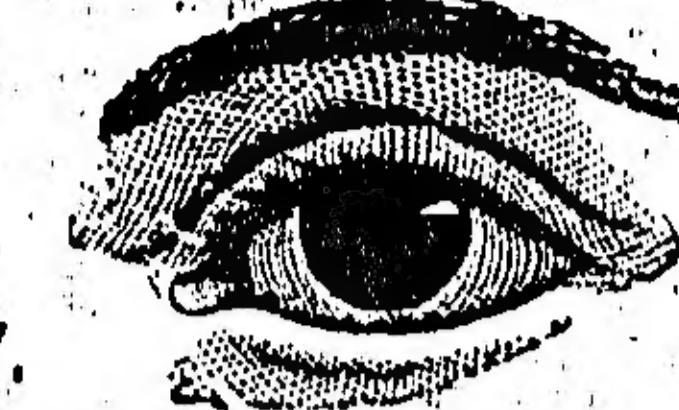
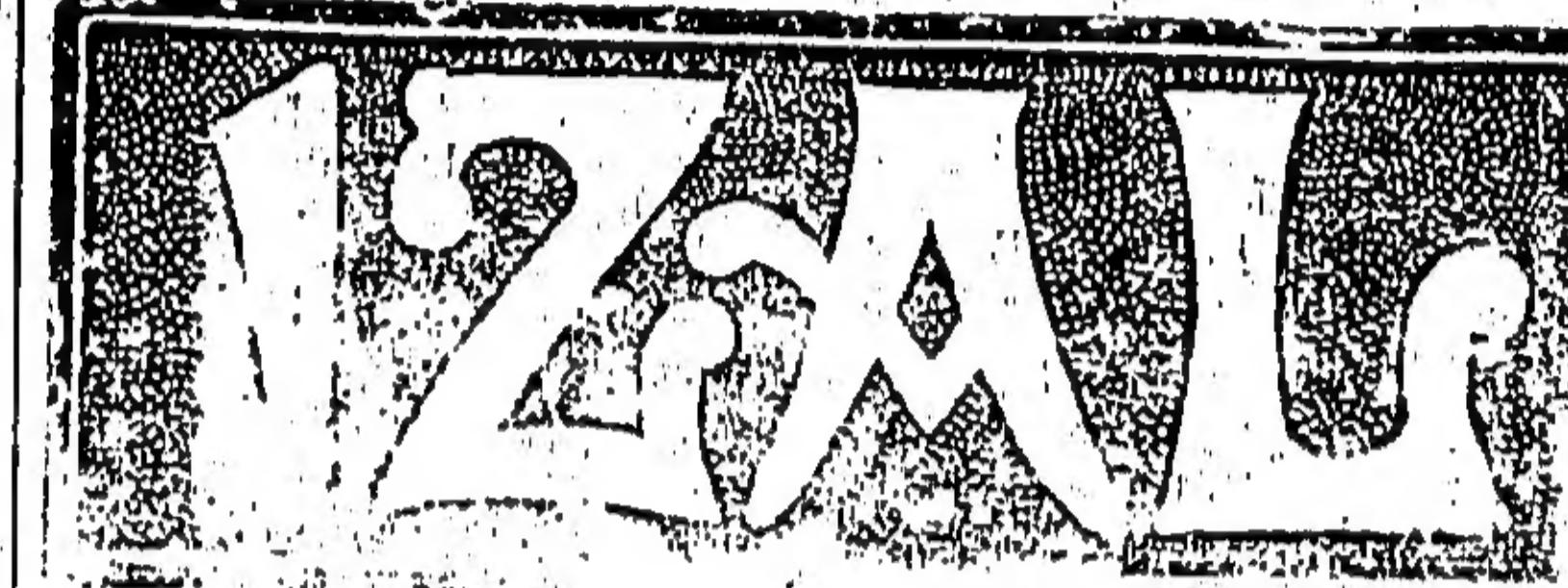
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OUR
CONTEMPORARIES.

South China Morning Post.

Hongkong Government and
Opium.

While it is unlikely that any remarks we may make on the subject at this hour will have the slightest effect in diverting the Government in the course it proposes to take, a little mild criticism may not be amiss in view of the meeting to be held a fortnight hence. A sum of close on a million dollars (\$993,631 to be exact) is earmarked in the estimate of expenditure for the coming year for the purpose of establishing a Government Opium Monopoly, and this in spite of the fact that the policy of the Home Government is eventually—so soon as possible—to completely abolish the traffic. Could anything be more inconsistent than that a Government which has done, and continues to do, all in its power to suppress the consumption of opium should establish itself as a monopolist with the object of acquiring to itself the huge gains which accrue from what has been described as a vile traffic?

Daily Press.

The Estimates. The outstanding feature of the Estimates laid before the Legislative Council yesterday, is the enormous increase in expenditure, the Estimates showing an increase of \$2,036,616 over those approved for the current year. As against this, however, the estimates of revenue show a gross increase of \$1,901,000. When we remember the warning given last year by H. E. The Governor to the effect that the financial situation required very careful watching and the exercise of strict economy, the increase of over two millions of dollars in the estimated expenditure for 1914 strikes the reader at first sight as rather alarming, especially when it is recalled that the estimated increase in expenditure for the current year, as compared with 1912, was close upon seven lakhs of dollars. But the main reasons of this crowing expenditure are pretty well understood and proved by the taxpayers. Large and costly undertakings like the Tyam Tuk Waterworks scheme and the Typhoon Refuge are in progress, and these two undertakings alone are responsible in the Estimates for a total of \$1,040,000, or practically half the total estimates for Public Works Extraordinary, which in the coming year reach the unprecedented total of \$2,120,800. But the largest single item in the Expenditure estimate is one of \$993,631, which is the estimated cost of replacing the Opium Farm system by a Government Opium Monopoly.

China Mail.

Religion and the Stage. Last month will be notable in the annals of the London stage. It witnessed the performance at ordinary theatres by ordinary actors of a drama based on the Book of Genesis and a farcical comedy or extravaganza associated with the Early Christian Church. Here we have distinct and striking novelties. We have had religious spectacles, moralities, and the like, and in one case at least a dramatised version of the Book of Job. But these productions were either veiled, as pageants or they were produced under special circumstances to limited and selected bodies of spectators. But we are now in the presence of something quite different. Sir Herbert Tree is able to assert that "Joseph and his Brethren" is the first purely Biblical play that has been licensed for public presentation at a London theatre. No such production has ever passed the censorship before; and we may take it for granted that a piece like Mr Bernard Shaw's "Androcles and the Lion" has never till now been submitted to that august authority.

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GENERAL NEWS.

D. C. L. I. Officer.

The death is announced in the Times of Major G. B. M. Rawlinson, late of Duke of Cornwall's Light Infantry, aged 44.

"You are a—Liberal."

Mr Havelock Wilson the other day had occasion to call Mr Ben Tillett a liar. The latter retorted:

"You are a—Liberal."

Had Mr Tillett been reading "Othello"? The dialogue is reminiscent:

Brobantio: Thou art a villain.

Iago: You are—a Senator.

Hoxton Market Mission.

An appeal is made by the committee of the Hoxton Market Christian Mission and Ragged School for £4,000 for the rebuilding of the mission premises. Among the donations received is one of £1,000 from a Devonshire lady who desires it to be known as from "A Widow in the Glory of God."

The Repairs to Buckingham Palace.

The Portland stone facing of Buckingham Palace is proceeding rapidly, and workmen are now well above the second floor windows. There is good prospect of completing the renovation within the specified time. About 250 men are working on the day shift and 150 on the night shift.

All-British Impossible.

The War Office announced that, in view of the difficulty in obtaining some of the parts of the magnet in the United Kingdom, the obligation that the magnet to be used in the naval and military aeroplane engine competition for £5,000 next year must be of British manufacture throughout will be waived.

A Duke's Heir.

There is much rejoicing over the birth of a son and heir to the Duke and Duchess of Roxburghe. The happy event took place at Chesterfield House, South Audley-street, London. The duchess, who was Miss May Goelet, was married to the Duke of Roxburghe ten years ago and this is their first child.

Mr C. B. Fry's Future.

The London Evening News is informed by Mr C. B. Fry that he has not retired from first-class cricket. Mr Fry, who captained England in the Triangular Test last year, has not taken part in a first-class game this season. Despite rumours, however, his absence from the cricket field is only temporary, and in all probability he will turn out again for Hampshire next year.

Yeomanry Cadet Honoured.

Trooper George Peter Boswell of the Imperial Cadet Yeomanry (City of London), was presented at the Guildhall by Col. and Alderman Sir Charles C. Wakefield with a gold watch, suitably inscribed, and promoted to the rank of lance-corporal, for having saved the lives of two men and one woman from drowning in the sea at Heacham, Norfolk, on September 1.

Marriage Portions for City Girls.

The Charity Commissioners have sanctioned a scheme for the administration of a bequest made many years ago by Signor Pasquale Favale for the annual bestowal of marriage portions on poor respectable girls born in the City of London. The income of the trust is sufficient to give annually £12 to three women, between the ages of 16 and 25, born in the City, on their marriage. If there are more applicants than three the selection is to be made by lot.

Proposed North London Museum.

A proposal has been made that the old mansion of Clissold Park—only a portion of which is now used—should be utilized as a museum and art gallery. The conference of representatives of the borough councils of Hackney, Islington, and Stoke Newington, which has been formed to consider the matter, state that there is reason to believe that if sufficient offers of exhibits are forthcoming the London County Council, which maintains the Horniman Museum in South London, will favourably consider the proposal for establishing a similar institution in the northern district.

ARMY "PLATOONS."

An Important New Order. A special Army Order, issued from the War Office on September 16 authorizes the adoption, as from October 1, of the four-company organization in battalions of the Foot Guards and Infantry of the Line. The text of the Order is as follows:

War Office, Sept. 16, 1913.

Organization of an Infantry Battalion. — 1. A four-company organization will be adopted in battalions of the Foot Guards and in all Regular battalions of Infantry of the Line serving at Home or in the Colonies, with effect from October 1, 1913.

2. The non-commissioned officers and men of the machine-grenade section, and the personnel, shown in the attached appendices, will be distributed for discipline and administration in proportion amongst the four companies, under regulations to be issued later.

3. Each company will be commanded by a mounted major or mounted captain, with a captain as second in command.

4. A company will be divided into four platoons, each commanded by a subaltern, so far as the number of subalterns available will allow. When a subaltern is not available to command, his place should be taken by a senior non-commissioned officer, who will usually be the senior non-commissioned officer belonging to the same platoon.

Each platoon will be subdivided under regulations to be issued later.

5. In each company there will be eventually a company sergeant-major, and a company quartermaster-sergeant. For the present the duties of these appointments will be carried out by the existing colour-sergeants.

6. The companies will be designated by the letters A, B, C, and D. The platoons will be numbered consecutively throughout the battalion from 1 to 10.

7. Further regulations, and amendments to War Establishments and Peace Establishments will be published in due course.

By command of the Army Council,

E. D. W. WARD.

Commenting on the above the Times says:

The Order shows that the advocates of the four-company battalion have prevailed over those who support the existing eight-company organization, and that the new system is to be introduced next month. The question has divided opinion in the Army more than any other in recent times. Those who have followed the discussion are aware that not only opinion as a whole, but the opinion of our best staff and regimental officers, is greatly divided on this question. There is scarcely an argument advanced by one side or the other that cannot be answered by a counter-argument which, in the opinion of those who give it, completely destroys the case of their opponents.

The period of discussion is, however, now closed. The Army Council having decided that the change is to be made, it only remains for infantry officers to support authority, and to make the best they can of the new organization, regardless of whether they consider that the evidence in favour of change is conclusive or not, and regardless also of personal considerations and of the conservative instincts which cause all changes to be viewed askance in the Army and in every part of it.

The real question is whether the change will produce a more efficient fighting instrument for modern battle; and, if this question can be answered decisively in the affirmative, peace considerations and administrative convenience sink into second place. The advocates of change point out that a battalion commander exercises more effective control if he has only to deal with four companies, each commanded by a mounted officer of senior rank, than if he had to control eight companies, commanded by officers on foot. In reconnaissance and in outpost and detached duties the advantage of the additional mounted officers will also be considerable, and will spare men on foot much unnecessary fatigue. As for the Company itself, once it is extended and in action, its commander can only influence it by means of the

reserve which he retains under his own hand in rear, and whether the company is 100, 200, or 250 strong, he cannot personally control the whole under fire. He should be able to feed the firing line more effectively with the larger company; intercommunication will be more easily carried on; the supply of ammunition can perhaps be better regulated; and with strong companies there is more chance of a strong firing line, and less risk of that scattered and ineffective fighting to which our infantry is somewhat prone. There is a better chance, on the whole, that the battalion will be more effective as a fighting instrument with four companies than with eight. Both in peace and war the advantages of the change should make them selves felt.

So far as training is concerned, the double company system has been successfully introduced in home commands, and enables these units to be more efficiently selected in field service. It seems better that we should not continue to apply one system to peace training and another to war; and many officers who dislike the new change will comfort themselves by the reflection that it is just as well that this question should be finally settled and that half measures should end.

THE "KNOCK OUT".

Boxing to hand by this mail has some remarks on the knock-out with reference to recent fatality at Liverpool. It suggests that the "knock-out" should be called the "count out" so that ignorant juries should not get a false idea of the brutality of boxing. In the course of their article it answers our correspondent "A.E.E." by showing that man may be KO-ed (or rather C.R.E.) and yet win, although this could only be done with an indifferent referee.

One can perhaps hardly feel surprise, says our contemporary, at the wretched ignorance of the rules of the game which abounds on every side when one notes the confession of some old and experienced referees. One of these the other day, in detailing his impressions of a contest, actually asserted that he first warned both men that they were boxing under N.S.C. rules, and then asked them whether they wanted a "clean break"! What could he have meant if he didn't mean to confess that he didn't understand the N.S.C. rules? He can certainly have never read them with any approach to carefulness, or he could not help being fully aware that that wonderful thing, "the clean break," is neither recognised nor comprehended by the N.S.C. rulers.

Had he been able to grasp this fact, he might also have been able to go further and to grasp that other fact of which so many persons would appear to be ignorant—viz., that the "knock out" isn't recognised either by the N.S.C. The rules are very clear on this point. Rule 5, after explaining the system of calculating points and going down, etc., continues, "a contestant failing to continue the contest at the expiration of 10 seconds shall not be awarded any marks for that round, and the contest shall then terminate. The referee shall decide all contests in favour of the contestant who obtains the greatest number of marks."

There you have it, plainly and simply. No mention of the knock out in any shape or form. It simply isn't recognised. The contest ceases, simply because the committee, being sensible people, tell that they had to adopt some method of deciding when a man had had enough, or had been so outclassed as to render his chances hopeless. They had also to set up a standard which would be easily recognised by referees, spectators, and boxers alike. And on the assumption that if a man did not rise unassisted within ten seconds, he must consequently have been badly shaken, they set up a liberal standard. The boxer knows, or should know that no matter how well he may have done in the final round, his failure to continue within the ten

seconds will be considered, and will spare men on foot much unnecessary fatigue. As for the Company itself, once it is extended and in action, its commander can only influence it by means of the

IF you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

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MEIRION, Nos 9 & 10, Peak, unfurnished, 6 Rooms. Cheap Rent, from 1st December newly painted and colourwashed.

ROGATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, Mount Kellett, (Church Mission Society Bungalow) from 1st October, 1913, till 30th May, 1914, partly furnished. Cheap rent.

FOR SALE or TO LET.

(From 1st November, 1913.)

No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis-Court.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154. LABDROKE, No. 9-Cordill Road. Fine View of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis-Court. Accommodations for 30 Servants.

TO LET.

LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [211]

TO LET.—No. 150 "Magazine Gap," Peak. Apply to.— SPANISH DOMINICAN PRO-CURATION.

TO LET.—Shop in Queen's Road, Central. Apply to INKKO & CO.

TO LET.—Ranfurly, No. 11 Conduit Road, GODDONS, 102, Praya East. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

On this point, Dr. C. W. Saleby, the eminent medical author, writes: When phosphorus is combined with other elements it is a valuable food, and is indeed, absolutely necessary for life. It has been proved by a large number of scientific experiments that very nearly the whole (93 per cent.) of the phosphorus added to the diet in the form of Sanatogen is absorbed.

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

seconds will deprive him of all points for the round, while his opponent will capture five.

If anyone of average intelligence and powers of observation had taken the trouble to watch any contest closely, when a C. O. (late K.O.) occurs, he will scarcely fail to recall that the winner was doing things most of the time. His exhibition may perhaps have been less spectacular than the loser's, but he has, nevertheless, been at work, striving hard to reduce his adversary's strength and stimulus. He will, in most cases, have been manoeuvring for a position, in which he could hand over the decisive attack which has gathered five points to his credit and deprived his c.o. opponent of any at all for that concluding session, and is consequently entitled to full credit for his subtle strategy.

NEUROUS DISORDERS:

Their Prevention and Cure.

When the nervous system is out of order, we suffer from many disturbing symptoms. Headache, irritability, insomnia, confusion of thought, loss of memory, mental depression, and explosive fits of temper are among the disquieting effects of the condition. Besides these, there are sensations of weakness and easily-induced fatigue, with possibly, trembling and convulsions.

These symptoms are invariably due to starvation of the nervous system, which has been drained of the phosphorus it needs for health. What is necessary to restore the health is a food rich in phosphorus. The ideal preparation of this kind is Sanatogen, which consists of pure casein chemically combined with that form of phosphorus found in the brain and nervous system.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, OCTOBER 10, 1913.

DRIFTING TOWARDS A CATASTROPHE.

Mr. Churchill's speech at Dundee, the gist of which will be found in our telegram columns to-day, following hard upon speeches by Unionist leaders, makes it fairly clear that there is little prospect of a conference on Home Rule. Mr. Churchill, of course, admits that the bill is not unalterable, but he also makes it pretty clear that the Government is not likely to alter it very materially. It would be an ill day, he said, when a Government was weak and cowardly enough to succumb to the violence of any section of the community. That means that the Government has no intention of giving way. Neither side, as a matter of fact, finds itself able to enter a conference except with reservations which make even temporary, far less lasting, agreement possible.

The nearest approach to holding out the olive branch, on the part of the Ministerialists, was when Mr. Ellis Griffith, some weeks ago, made tentative proposals towards arriving at an agreement. But even he insisted upon "a Parliament, or Assembly, or Council, representing and entitled to voice the views of Ireland as a whole." On the other hand we have Sir Edward Carson quite willing to confer upon the matter of Government of Ireland. He is even anxious for such a conference, but only on the basis that under no circumstances whatever will Ulster surrender a fraction of her right to be governed by the Imperial Parliament or by an Executive responsible to it. Equally, Mr. Redmond, who has been singularly quiet throughout all the recent turmoil, has declared very plainly that he would rather not have Home Rule at all than Home Rule with Ireland left out. With such divergent views as these obtaining, it seems impossible to find a basis from which efforts at conciliation can start.

Lord Loreburn's letter, to which we have made reference more than once before, has, so far as its purpose of securing a conference is concerned, proved a failure. But it has effected at least this: it has shown that certain Ministerialists would be heartily glad if the problem of Ireland could be solved by consent. It has not, however, persuaded the Government that there may be a solution other than its own, or the Ulstermen that they may submit to Dublin until they are forced, by arms if necessary, into doing so. In these circumstances it is perhaps almost idle to hope that serious trouble can be averted. Yet it seems impossible to believe that the Prime Minister, conscious of the extreme gravity of the situation, will force the measure into operation without first securing the verdict of the people. It seems clear enough now that the two alternatives are dissolution and civil war, and it is hard to avoid cherishing the hope, faint though it be, that a responsible minister, face to face with such a catastrophe as lies immediately ahead, will shrink from doing what is his plain duty.

The Estimates for 1914. The estimates for 1914, which were laid before the legislative Council yesterday, are notable for an increased expenditure of just over two million dollars which is not quite met by an estimated increase in revenue of under two million dollars. Since the Government has several big schemes on hand the estimate for Public Works Extraordinary amounts to no less \$2,130,800, and there other items which have helped to swell the coming expenditure. But there is one item which cannot be passed without remark; that is the defence contribution to the Imperial Government which will amount next year to \$1,597,646, an increase of no less than \$256,104. It may seem like flogging a dead horse to refer again to the ridiculous basis on which this contribution is calculated, but there is no help for it.

The Defence Contribution.

The more the Colony has to spend on its administrative business, the greater becomes its contribution to the army. It matters nothing that the cost of protection has not risen by a dollar; it matters nothing that the more the Government has to spend on works that are imperative the less able it is to afford an increased military contribution; the blunt fact stands that, as its expenditure increases, so does the army contribution mount up automatically.

To remark this is to remark nothing new, of course. The matter has been discussed time and again and the unfairness of the basis of contribution in generally admitted. But no effort, it would appear, has been made to mend matters and to place them on a more equitable footing. It is just possible, however, that an increase of over a quarter of a million will awaken the members of the Legislative Council of the need for rousing themselves. If they can contemplate with equanimity such an increase, knowing that it is wholly unnecessary, they must be curiously constituted.

HOME FOOTBALL.

Results of football league matches played at home on September 20 are as follows:

First League.

Blackburn 6, Middlesbrough 0. Sunderland 2, Aston Villa 0. Sheffield Wednesday 2, Preston 1.

Oldham 3, Tottenham 0. Bradford City 2, Shiffield United 1.

Liverpool 2, Everton 1. Bolton 0, Burnley 0.

Wes. Bromwich 1, Newcastle U. 1.

Manchester U. 2, Chelsea 0. Derby 2, Manchester City 1.

Second League.

Bury 1, Blackpool 0. Lincoln City 3, Huddersfield 0. Lincoln 2, Notts Forest 0.

Clapton 1, Stockport County 1.

Arsenal 0, Hull City 0. Fulham 1, Glossop 0.

Bristol City 1, Notts County 1. Birmingham 1, Leicester F. C. Grimsby Town 1, Wolves 1.

Leeds City 5, Bradford 1.

Southern League.

Reading 1, Cardiff 0.

Portsmouth 2, Watford 0.

Northants 2, Queen's P. R. 2.

West Ham 3, Merthyr 1.

Coventry 1, Millwall 1.

Calais 3, Exeter 0.

Norwich 1, Bristol Rovers 1.

Gillingham 4, Southend 2.

Swindon 2, Southampton 1.

LOCAL SPORT.

Hongkong Football Association.

An extraordinary general meeting of the Hongkong Football Association was held yesterday evening at the offices of Messrs. Shawan Tones and Co., when Mr. Hancock presiding there were also present, Messrs. A. S. Ellis, Hon. Secretary, and Treasurer, H. J. Jones, H.K.F.C., F. W. Eager, H.K.F.A., Sergt. Heygate D.C.L.I., Sergt. Wilson, R.G.A., Bomb. Woods R.G.A., Sergt. Cambridge R.G.A.

The business before the meeting was the consideration of draft rules for the League. The proposed rules were submitted and after several minor amendments were made, the same were adopted.

DAY BY DAY.

POVERTY MAY BE NO CRIME BUT IT IS GENERALLY PUNISHED BY HARD LABOUR.

The Mails.

Siberian Mail.—Left per s.s. China to-day at 10 a.m.

French Mail.—Due per s.s. Atlantic to-morrow.

English Mail.—Closes per s.s. China at 11 a.m. to-morrow.

Sent to Hospital.

A Chinese has been sent to the hospital suffering from injuries alleged to have been inflicted by a man now in custody.

Back Again.

At the Police Court, this morning, Mr. Wood sentenced a woman to three months imprisonment for returning after being banished.

Raub Output.

Messrs. Wright and Hornby inform us that they are in receipt of a cable from Singapore stating that the Raub output for the past four weeks is 1,017 ozs. gold.

A Common Offence.

A fine of \$250 was imposed by Mr. Wood, on a man charged at the Police Court, this morning with being in unlawful possession of arms and ammunition.

European's Loss.

Mr. George Hogg, 18, the Peak, has reported to the police that sometime on the 9th, inst., some person stole from the hall of his house, a silver card tray, valued \$15.

Showcase Broken Into.

A Chinese goldsmith of 16, Lyndhurst Terrace, has informed the police that some person has stolen from his showcase, a pair of gold bangles and three silver umbrella handles valued at \$100.

Nothing Like Leather.

Mr. Wood, at the Police Court, this morning, sentenced a man charged by Inspector Macdonald, with stealing a quantity of leather, to fourteen days imprisonment and four hours stocks.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Lowe Bingham and Matthews, \$25.

Peak Lady's Silver Stolen.

Mrs. Hancock, 100, the Peak, reports that during the week someone stole from her sitting room a silver cigarette case, and a silver photo-frame and photo, valued at \$44.

Harbour Collision.

The master of a cargo boat No. 2,278 reports to the police that about nine o'clock on the evening of the 9th inst., whilst sailing off Blackhead's Point, a fishing junk collided with his boat, and damaged it to the extent of \$80. Fortunately no lives were lost.

Theft from Aki Maru.

The Nippon Yusen Kaisha reports to the police that whilst the s.s. Aki Maru was landing at the Kowloon wharf on the 8th, inst., a suit of clothes was stolen, and in the suit were Japanese notes to the value of 130 yen, and other articles.

Nicely Caught.

Before Mr. Hazelton, at the Police Court, this morning, Inspector Mc Hardy charged a Chinese with breaking into 251, Queen's Road East, and stealing property valued at \$43. The man was sent to gaol for six months. All the property has been recovered.

The Missing Bundle.

A Chinese married woman has informed the police that whilst travelling on the Yaumati ferry, she left a bundle for a moment, and when she returned she found it was missing. The bundle, she says, contained \$4 in money, and clothing and jewellery to the value of \$36.

Shell Transport and Trading Co. Ltd.

We are informed that a cable has been received from London under date of October 6 that the Shell Transport and Trading Co., Ltd. are making an issue of ordinary shares one in ten in accordance with Shareholders' holdings payment in full £3.6.0, preference shares one in three immediate payment £10.0.0, Instalments £10.1.0.

THE HARBOUR SWIM.

Finch Wins in Record Time.

There was a fairly strong wind blowing last evening, when the Harbour Swim, held under the auspices of the China Mail, was held for the eighth year. The harbour, at least the stretch between the V.R.C. and the Police Pier, Kowloon, appeared particularly animated with steam launches, row boats, and other craft, laden with persons of both sexes anxious to see this very trying race. The wall in front of Messrs. Butterfield and Spire's formed a stand for a vast throng of spectators, whilst all the available space in the Club, from which the finish of the race could be witnessed, was taken advantage of.

Lamps Ready if Wanted.

By Murray Pier could be seen a coterie of Indians with lamps, provisions, etc., that mystified many of those who knew little about the race, other than the fact that it was about to take place.

These sons of the East were there in readiness to shoot home their two fellow countrymen, who had pitted themselves against the rest of the swimmers of Hong Kong for this aquatic event.

The provisions were for the creature comforts of the men, whilst the lamps were brought in case it were necessary after dusk, to go out and pick one of them up.

European soldiers were present in row boats for assisting their comrades if necessary, and the civilians had friends in motor boats and launches.

Twelve Competitors.

Twelve competitors answered the word "go," and they were Messrs. P. V. Bradley, E. L. Braga, R. A. Carvalho, A. A. Claxton, C. J. Cooke, Pte. Cussell D.C.L.I., J. C. Finch, Cpl. Johnson A. O. C., R. Lee, L. C. R. Souza, Sepoy Mangal Singh and Sepoy Hamachal, 25th, Punjab.

Immediately the men entered the water Claxton made directly east, in fact rather too directly east, for, when the time came to get in line for the run home, he had not the current he anticipated to assist him. Cooke, Finch and Souza, with Mangal Singh made the running, and ere one hundred yards had been covered, Bradley was hopelessly out of the race, and was swimming a slow breast stroke whilst others were busy with speedy trudges and crawl. Sepoy Hamachal kept fairly well up with the leaders until half way across when he fell well back.

A Thoughtless Incident.

Finch, by this time had established a fifty yards lead, and Cooke, his neighbour, was going well after him stroke for stroke. Here an unfortunate and rather thoughtless incident occurred.

As Finch was approaching the first buoy, a yacht crossed deliberately in front of him, and then through the lines past Cooke, and Mangal Singh. The people in the launches outside the course called out their disapproval of such an action, as, apart from it being unfair to the swimmers, it showed decided lack of taste.

However, Finch had so great a lead that he had nothing to fear from him. On Finch went until he had secured the victory he so well deserved. As he neared the club there was a wild outburst of cheering, and when he touched the wall it was a signal for a similar outburst.

Cooke, as the second

was also loudly cheered, and the demonstration in favour of Cussell, and Claxton, third and fourth, was equally as great. The Indian Mangal Singh, was also loudly cheered although but sixth. The time was: Finch 22 mins. 26 sec., Cooke 25 mins. 22 sec.

R. Lee was fifth, Mangal Singh sixth, Cpl. Johnson seventh, L.C.R. Souza eighth, and Bradley last.

Mrs. Rodger afterwards presented the prizes to the winners, and she was presented with a beautiful silver flower stand and flowers by Mr. Bryson of the China Mail.

Mr. Logan spoke of the interest taken by the China Mail in the Harbour Swim, and said he hoped it would long continue.

Previous Results.

Previous results in the race are:—

1906 Gr. R. Brotherton, R.G.A. ... 27.42 4/5

1907 A. E. Thomas, H.M.S. Tamar ... 28.50 4/5

1908 A. E. Thomas, H.M.S. Tamar ... 26.

1909 C. J. Cooke, Hongkong ... 20.26 2/5

1910 T. Logan, Hongkong ... 26.58 2/5

1911 T. Logan, Hongkong ... 33.16 2/5

1912 Br. Nutty, R.G.A. 34.08 2/5

A DAY OF REJOICING.

Hongkong Chinese Celebrate

CORROSIVE FLUID.

Chinese Woman Badly Burned.

At the Police Court, this afternoon, before Mr. Wood, Wong Yau, was charged with throwing corrosive fluid or some other destructive substance upon the person of another Chinese woman named Wong Sang on the 16th ult. Inspector Murison prosecuted, and Mr. Dixon, of Messrs. Wilkinson and Grist, defended.

Mr. Brown, the Government analyst, deposed that two bottles produced contained sulphuric acid and other bottle contained nitro acid. Both acids were corrosive fluids. He also found sulphuric acid on the clothing sent to him for examination.

Acting Sergeant Marks said he took the bottles and contents to the Government analyst; they were given him by Inspector Murison.

Inspector Murison said on the 16th September he received the articles from L. S. Page, about eleven o'clock in the morning.

Indian Police, Sergeant Ram Singh said he was on duty after mid-night on the 15th ult. in Upper Station Street, when he heard a whistle blow. He went in the direction from whence the sound came and he saw the complainant holding the defendant. The defendant was trying to get away.

He took her to the Station and on the way to the station the defendant repeatedly called out "burn, burn".

By Mr. Dixon: There were about twenty or thirty Chinese on the spot. No mention was made by either the defendant or the complainant about a third woman. The complainant spoke a dialect he did not understand and she might have said something about a third woman; he could not say definitely. He did not see a third woman, nor did he see who blew the whistle.

Dr. Moore, deposed to the complainant being admitted to the Government Civil Hospital suffering from burns across her left shoulder and both front and back of the body. She was still under treatment at the hospital. The left ear was also burned. He also examined the defendant. She was suffering from slight fever and a bruise on the right cheek. There were no traces of corrosive fluid on the defendant. The burns on the shoulder of the complainant were such as would be caused by the pouring over her of corrosive fluid.

Chinese constable 171 said about eleven o'clock on the night of the 14th ult. he saw the complainant, defendant and another woman together. The third woman went away. He saw the defendant carrying a bottle, walking in front of two other women. The defendant also carried a bowl. The bottle was wrapped up in a white handkerchief. He saw the third woman carrying two bottles, they were also wrapped up in handkerchiefs. The women went down a lane and he went on his beat. He previously called out to the women asking them where they were going.

By Mr. Dixon: He did not follow the women up the lane. The defendant said they were going to cool themselves. The other women did not say anything. After he passed on his beat he heard a police whistle blown and he returned.

The case was proceeding as we went to press.

THE IMPERATOR.

The Hamburg-Amerika Line states that the Imperator left Southampton on September 11 for New York with 5,000 passengers, this being the largest number she has yet carried.

The structural alterations which were required to be about to be made in the vessel were never contemplated by her owners. No alterations of any kind whatever will be made, but from November to January the Imperator will be berthed for an annual overhaul. The company considers the Imperator to be the most successful vessel it possesses from the financial and every other point of view.

FOR CHRISTMAS.

How to Choose and Send Presents Home without Worry.

A present from China is much appreciated at home, and nothing more so than some delicacy which will stand the journey. The Hongkong Parcel Express and Storage Co., recognising this, have instituted a fine scheme for having things sent home, in time for Christmas, without trouble to the sender. The trouble of selecting a suitable present is often great and the packing is a worry in many cases. But all this is saved for the sender by the company in question. It offers Hankow tea, cumquat, chow-chow, and preserved ginger made up ready for despatch. The prices are reasonable, the quality good, and one payment covers everything. The purchaser merely gives his order and the rest is done; for him one payment includes all custom duties and charges, and free delivery to any town in Great Britain. Special Rates will be quoted on application for other parts of the world. The scheme is one that should meet with popular favour and readers could do worse than give it a trial.

SIMPLE OR NOT?

Doctor Sued for a Thousand Dollars.

The action was mentioned in the Summary Court to-day, before the Puisne Judge, Mr. Justice Kemp, the action was mentioned in which Karoline Antonie Alenborg sued Dr. Laden for a thousand dollars.

Mr. Jackson (Messrs. Johnson, Stokes and Master) appeared for plaintiff and Mr. Mason (Mr. F. X. D'Almada) was for defendant.

Mr. Jackson: This is a very simple claim. The defendant in this case is a Chinese dentist practising in Queen's Road Central, and he, as we allege, negligently treated the plaintiff.

Mr. Mason: It is a charge of negligence against a professional man; I think it is a case for pleadings. It is not so simple as my friend wishes it to appear.

Mr. Jackson: I think it will appear very simple.

Mr. Mason: I think not.

His Lordship intimated that he would not allow pleadings.

Mr. Mason: Well, will your Lordship make an order for particulars?

His Lordship: Yes.

Mr. Jackson: Will your Lordship fix a date?

Mr. Mason: I think it had better go over for a week if particulars are ordered.

Mr. Jackson: There are two cases—there is a cross-claim; he claims for his services now. The case was adjourned for a week.

UNCLAIMED TELEGRAMS

Eastern Extension Office.

Bhankharia, Bombay.

Chaihao, Shanghai.

Esuke, Telokansan.

Funkee, Singapore.

Jogoud, Shanghai.

Kawabata, Thursday Island.

Kwongyuen, Peking.

Morris File, New York.

Oasoria, Manila.

Sarnian, Chefoo.

Senghing, Saigon.

Lewhchan, Peking.

Solveig, Bergen.

Sonsen, Bangkok.

Soygit, Habana.

Suplye, Singapore.

Tak Tai Kai Yu Tong, Han-

kow.

Tonghook, Rangoon.

Wallen, Bergenorbo.

Wingmeotai, Bangkok.

Yeechong, Manila.

Great Northern Telegraph

Company.

Chue Cheong Tai Hoo 270

Meupai Salying Poon, M-ji.

Chungsing, Kobe.

Gotoh, Osaka.

Nishiyama, Swatow.

Kawai care of Matsubara Hotel,

Sarabua.

Kwongtaichong, Soenakarta.

Nishiyama, Kyoto.

Tin Cie, Haiphong.

Whongchong, Shanghai.

Verdeille Astor House, Amoy.

3890 5288, Shanghai.

1311 5288, Amoy.

3482 6068, Shanghai.

0060 1795, 5827 10 5450

1349 6306, Tokio.

1229 6670 2829 3189, Peking.

TYPHON WARNINGS.

The Telegram mentioned below was received by the American Consulate General, Hongkong, from the Manila Observatory, at 5.4 p.m. yesterday:

Cyclone or Typhoon—E. of Southern Luzon direction unknown.

The following telegram was received from the Manila Observatory at 1.15 p.m. to-day:

Cyclone or Typhoon E. of Iuzon, more than 300 miles distant. Moving W. N. W.

Ancient Water Pipes.

In the course of excavations now in progress on the northern side of Oxford-street several hollow tree-trunks have been unearthed, which served for the conveyance of water long before iron pipes were so employed.

The Curfew Bell.

The ringing of curfew on the great bell in the old Guild Tower at Stratford-on-Avon was resumed

on September 11, and the matin bell was also rung at 6 o'clock on the following morning. In Shakespeare's time this bell summoned the scholars to the ancient school, held in the adjoining building, which had received a new charter from King Edward VI.

Large Derrick Crane.

What is described as the largest electrical derrick crane yet erected for constructional work has been manufactured by Messrs. Butters Brothers and Co. of Glasgow.

This crane is 135 ft. in length, and the apparatus as a whole is capable of lifting ten tons at a radius of 110 ft. or five tons at a radius of 125 ft. The crane is of the single motor design. It is to be erected on a staging on the site of the London County Council's new hall at Westminster.

Mr. Jackson: I think it will appear very simple.

Mr. Mason: I think not.

His Lordship intimated that he would not allow pleadings.

Mr. Mason: Well, will your Lordship make an order for particulars?

His Lordship: Yes.

Mr. Jackson: Will your Lordship fix a date?

Mr. Mason: I think it had better go over for a week if particulars are ordered.

Mr. Jackson: There are two cases—there is a cross-claim; he claims for his services now.

The case was adjourned for a week.

To-day's Advertisement

BOXING.

Programme of a Boxing Tour-

namen to be held at the

CITY HALL, HONGKONG.

SATURDAY, 18TH OCTOBER,

1913.

AT 9 P.M. SHARP.

15 Round Contest.

For the Feather-weight Cham-

pionship of the Garrison.

CORPL. COOK (D.C.L.I.)

Ex-Champion of Bermuda and

S. Africa.

PTE. SMITH (D.C.L.I.)

Champion of the Garrison.

10 Round Contest.

For the Welter-weight Cham-

pionship of the Orient.

Sky Kerrison (Hongkong)

(Holder.)

Sapper Miles (Hongkong)

(Challenger.)

10 Round Contest.

For the Amateur Feather-weight

of the Orient.

Mr. Mahers (Hongkong)

(Holder.)

Mr. Clifford (Kowloon)

(Challenger.)

6 Round Contest.

Light-weight.

Bombardier McArdle (R.G.A.)

Terry Lynch (Manila)

6 Round Contest.

For the Feather-weight Cham-

pionship of Hongkong (Chinese).

W. T. Sung (Wanchai)

Leung Ping Kee (West Point)

Booking at MOUTRIES.

Ringside Seats \$5. Other Seats

\$3, \$2 & \$1.

Soldiers' and Sailors' half price

to \$2.00 Seats.

F. E. HALL, Promoter.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—
Good, Clean & Wholesome Milk.

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

PHOTOGRAPH

Contains all the news of the week in most attractive form and is the paper for mailing to friends at home. The photograph this week is entitled, "The Peak 'Chung Yong' ascending on High Festival October 8, 1913.

CONTENTS.

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Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan	2nd Oct.
Empress of Russia	5th Nov.
Empress of India	9th Nov.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamships of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTREAL," Intermediate service, via Canadian Atlantic, port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS:

EASTWARD.

S.S. "Apcar" 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 10th inst. at daylight.

S.S. "Thongwa" 6,230 tons, Capt. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 12th inst. at daylight.

WESTWARD.

S.S. "Jelunga," 5,306 tons, Capt. Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 15th inst.

S.S. "Japan," 6,033 tons, Capt. Seddon, will be despatched as above on 15th inst.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Hongkong, Oct. 9th, 1913.

Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG.

Friday, 10th October.

10.00 p.m. "Fatshan," 5.00 p.m. "Kinshan."

Saturday, 11th October.

8.00 a.m. "Honam," 8.00 a.m. "Heungshan."

10.00 p.m. "Heungshan," 5.00 p.m. "Fatshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A telephone service has been recently installed on the Canton Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MAACAO LINE.

S.S. "Sui Tai," Tons 1651. S.S. "Sui An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 12th October.

The Company's Steamship,

"Sui An,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.E.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL

Further particulars may be obtained at the Office of the Company.

CANTON-MAACAO LINE.

S.S. Hoi-Sang 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

Joint Service of Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Salinam" 588 Tons, and "Nanning" 569 Tons. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Lintan," and "Samui." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR),

Opposite the Blake Pier.

Telephone No. 1221.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong

Subject to Alteration

Steamers

Sailing Date.

Destination

MAREUILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said

Katori Maru, Capt. Murai, T. 20,000

Kamo Maru, Capt. Kawara, T. 16,000

Sanuki Maru, Capt. Nomura, T. 12,500

Shidzuoka Maru, Capt. Iritawa, T. 12,500

Tango Maru, Capt. Tomisaga, T. 13,500

NIKKO Maru, Capt. Takeda, T. 9,600

Tosa Maru, Capt. Sato, T. 12,000

Kawachi Maru, Capt. Christiansen, T. 12,500

Mishima Maru, Capt. Sommer, T. 16,000

NIKKO Maru, Capt. Takada, T. 9,600

SHANGHAI, Moji, Capt. Jinsen Maru, T. 5,000

KIRIN Maru, Capt. Deguchi, T. 5,000

Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914

FOR EUROPE

Miyasaki Maru 16000 tons sails Wednesday 28th January.

Kitano 16000 " 11th February

Iyo 12500 " 25th

Kiriano 16000 " 11th March

Katori 20000 " 25th

Kamo 16000 " 8th April

Kashima 20000 " 22nd

FOR AMERICA

Shidzuoka Maru 12500 tons sails Tuesday 27th January.

Lumba 12500 " 10th February

Aki 12500 " 24th

Sado 12500 " 10th March

Yokohama 12500 " 24th

Awa 12500 " 7th April

Shidzuoka 12500 " 21st

FURTHER INFORMATION

Telephone No. 292.

T. KUSUKO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamers To Sail.

To Sail.

WEIHAIWEI, CHEFOO, KUEICHOW, CHINHUA, ANHUI, CHEHAN

MANILA, CEBU & ILILO, CHINHUA, ANHUI, CHEHAN

SHANGHAI, ANHUI, CHEHAN

HONGKONG, NANKING, CHINHUA, ANHUI, CHEHAN

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Austral-Asian and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Linao" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares.—Single $\frac{1}{2}$ ds. return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE

Agents.

Telephone No. 36

Hongkong 10th Oct, 1913.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.

The s.s. "KIEV", 5566 R.T., Captain Stetsky, having left Nagasaki on the 29th instant noon, is expected to arrive at Hongkong on the 4th day of October, morning.

For Freight, Passage and further particulars please apply to

CAPT. G. A. LUKHMANOFF,

Agent.

Hotel Mansions, 3rd Floor,

Rooms Nos 12A & 14

Hongkong, 30th Sept, 1913.

Telephone No. 1221.

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship. T. Captains. For Sailing date:

Rubi 4000 J. Miller Manila Mangarin, Illoilo and Cebu, 14th Oct, 4 p.m.

Zafiro 4000 F. S. McMurray Manila Mangarin, Illoilo and Cebu.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)
For Steamship On
SHANGHAI..... Waisangt Sat., 11th Oct. at d'light
MANILA..... Loongsang* Sat., 11th Oct. at 2 p.m.
SHANGHAI..... Choisangt Sun., 12th Oct. at d'light
SINGAPORE..... Fausang Wed., 14th Oct. at 4 p.m.
Y'HAMA, Kobe & Moji.. Lovat Thurs., 15th Oct. at 2 p.m.
MANILA..... Yuensangt Sat., 18th Oct. at 2 p.m.
S'HAI Kobe & Moji.. Kutsangt Wed., 22nd Oct. at d'light

Return Tours To Japan (Occupying 24 days)

The steamers "Kutsang," "Nansang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatshing," and "Suitsing" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choisang," "Kwongsang," and "Hongsang" will call at Swatow on their way down from Shanghai. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers. [18]

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.
LONDON & ANTWERP... Vestalia 20th October.
LONDON & ANTWERP... Den of Ruthven 10th Nov.
LONDON & ANTWERP... Denbighshire 20th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

W'ORIA V'YER STLE} Den of Airlie 14th November.
TACOMA & PLAND...} TACOMA & PLAND...} Monmouthshire 2th December
TACOMA & PLAND...} Monmouthshire 2th December
Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9. Agents. [9]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

S.Yokohama, Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "Fultata," 4154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Agents. [4]

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS & IRON FOUNDRY, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787 x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—

JOHN I. THORNycroft & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty & War Office.

Illustration of a ship's hull.

C.6. type Motor and Reverse Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—“TAIKOODOCK.”

TELEPHONE No. 212.

Illustration of a ship's hull.

C.6. type Motor and Reverse Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

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BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—“TAIKOODOCK.”

TELEPHONE No. 212.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	China	P. & O.	11 Oct.
London & Antwerp etc.	J.N. Co.	12 Oct.	
London & Antwerp etc.	J.M. Co.	18 Oct.	
Havre & Hamburg	Suedmark	S. A. L.	28 Oct.
Havre, Bremen & Hamburg & Co.	Liberia	S. L. L.	15 Oct.
London & Antwerp via Sancore etc.	F. & O.	15 Oct.	
Marseilles, Havre & Hamburg	Hoorde	H. A. L.	11 Oct.
Marseilles via S'gon, S'pore, C'be, Port Said	A. Behic	M.M. Co.	31 Oct.
Marseilles London & Antwerp via Singapore &c.	Katori M.	N.Y.K.	22 Oct.
G'agow, London & Antwerp	Genlogan	S. T. Co.	11 Oct.
Rotterdam, H'burg & A'werp &c.	Sachsen	H.A.L.	12 Oct.
N'les, G'oa, A'ra, G'tar, S'ton T'leste, via Colombo, etc.	Bayern	H.A.L.	30 Oct.
Gneisenau	V. & Co.	15 Oct.	
Koerber	S.W. Co.	15 Oct.	
Perier	S.W. Co.	1 Nov.	
Anyo Maru	T. K. K.	3 Dec.	

NEW YORK SAN FRANCISCO AND CANADA.

Boston and New York	Pulerio	B. L.	25 Oct.
San Francisco via Keelung & Japan	Inverlyde	I.M. Co.	End of O.
V'atoria, T'yer, S'tle, T'ma & Plan	hine	P. M. Co.	14 Oct.
Vancouver, via S'hai Jap in etc.	Den of Airlie	J. M. Co.	16 Nov.
Victoria, B.C. & Seattle via Shanghai, &c.	O. F. R.	S. K.	22 Oct.
Victoria B.C. & T'ma via K'lung etc.	Sanuki M.	N. Y. K.	21 Oct.
Victoria B.C. & Tacoma via Keelung, etc.	Mexico M.	O. S. K.	15 Oct.
Vancouver—Seattle, and/or Tacoma & P'lin & Or.	Chicago M.	O. S. K.	30 Oct.
Victoria, Vancouver Seattle, & T'com & Portland	Andalusia	H. A. L.	29 Oct.
San Francisco via Shanghai etc	Den of Airlie	J. M. Co.	16 Nov.
San Francisco via S'hai Japar	Chiyo M.	T. K. K.	17 Oct.
	P. M. Co.	P. M. Co.	21 Oct.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	22 Oct.
Australian Ports via Manila	P. Sigismund	M. & Co.	1 Nov.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultata	J.M. Co.	Q. despatched.
Kobe	P. Sigmund	M. & Co.	14 Oct.
Moji, Kobe & Yokkaichi	Luzon Maru	O. S. K.	30 Oct.
Yokohama, Kobe, and Moji	Lovat	J. M. Co.	14 Oct.
Nagasaki, Kobe & Yokohama	Nikko Maru	N. Y. K.	22 Oct.
Shanghai, Y'ham, Kobe & Moji	St. Helena	A.N.	1 Nov.
Shanghai	T'ipanas	J.C.J.L.	0, half S.
Shanghai	Choying	J. M. Co.	11 Oct.
Japan	Washing	J.C.J.L.	Q. despatched.
Shanghai	T'itareem	B. & S.	11 Oct.
Y'ham and Kobe via Shanghai	Nippon	S. W.	30 Oct.
Yokohama, Kobe & Moji	Thongwa	D. S. Co.	12 Oct.
Shanghai, T'au, Kobe & Yo'am	Kleist	M. & Co.	15 Oct.
Shanghai	Bohemis	S. W.	1 Nov.
Shanghai	Anhui	B. & S.	8 Oct.
Shanghai	Chensn	B. & S.	18 Oct.
Shanghai, Moji, Kobe and Yokohama	Nubia	P. & O.	18 Oct.
Shanghai, Moji & Kobe	Kutsang	J. M. Co.	22 Oct.
Shanghai via Singapore, Colombo	Jinsen M.	N. Y. K.	17 Oct.
Bombay via Singapore	Kawachi M.	N. Y. K.	11 Oct.
Shanghai, Moji, Kobe & Y'ham	Kirin Maru	N. Y. K.	13 Oct.
Batavia, Cherbon, Samarang & Anping and Takao via Swatow and Amoy	T'ibodae	J.C.J.L.	Q. despatched.
Tamsui via Swatow & Amoy	Soshu Maru	O.S.K.	15 Oct.
Tamsui, P'ang, R'goon & C'cutta	Daifun Maru	O.S.K.	17 Oct.
Swatow, Amoy & Foochow	Tosa Maru	N.Y.K.	18 Oct.
Manila	Hai'mun	D. L. Co.	12 Oct.
Manila	Haiching	D. L. Co.	17 Oct.
Manila, Mangarin, Iloilo & Cebu	Yuensang	J. M. Co.	18 Oct.
Manila, Cebu and Iloilo	Loongsang	S. T. Co.	11 Oct.
Swatow, Amoy and Foochow	Rubi	S. T. Co.	14 Oct.
Singapore	Zafiro	B. & S.	24 Oct.
	Haitan	D. L. Co.	14 Oct.
Bombay via Singapore Port	Fausang	J. M. Co.	11 Oct.
Sham Penang & Calcutta	Indo Maru	O. S. K.	23 Oct.
Java	Tjilatap	J.C.J.L.	F. half O.
Java	Tjiliwong	J.C.J.L.	F. half O.
Singapore, Penang & Calcutta	Jelung	D. S. Co.	15 Oct.
Jesselton, Kudat and Sandakan	Borneo	M. & Co.	31 Oct.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces or any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48]

STOCK IN HONGKONG.

2 CYLINDER MOTOR. 24 B. H. P.

2 do. do. 30 B. H. P.

2 do. do. 50 B. H. P.</

Consignees

Consignees



NOTICE TO CONSIGNEES
From CALCUTTA, RANGOON,
PENANG and SINGAPORE.

THE Steamship

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

U.S. "CHINA"
FROM SAN FRANCISCO, JAPAN
PORTS & MANILA.

The above mentioned vessel
having arrived consignees of
cargo are hereby notified to send
in their bills of lading for coun-
tersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge will be
landed immediately at consignees'
risk and expense.

Cargo remaining on board
MONDAY October 6th, 1913
at noon will be landed at con-
signees' risk and expense.

Cargo remaining undelivered
SATURDAY October 6th 1913
at noon in addition to landing
charges will be subject to storage
charges.

No fire insurance whatever
will be effected.

All chafed and otherwise
damaged cargo will be examined
at the above company's godown
FRIDAY, October 6th 1913 at
10 a.m.

No claims will be entertained
unless accompanied by short
delivery note or list of exceptions
taken at the time of delivery to
consignees, and signed for and on
behalf of the Pacific Mail S.S.
Co.

All claims must be filed on or
before November 4th, 1913 otherwise
they will not be recognized.

M. C. MOLTON.

Hongkong, 4th Oct., 1913.

TOYO KISEN KAISHA.

From SAN FRANCISCO, via
HONOLULU, JAPAN PORT
AND SHANGHAI.

THE Steamship

"CHIYO MARU."

The above named Steamer
having arrived, Consignees of
Cargo are hereby notified to send
in their Bills of Lading for coun-
tersignature, and to take im-
mediate delivery of Cargo from
alongside.

Cargo remaining undelivered
on FRIDAY the 10th inst., at
noon will be landed at Consignees
risk and expense and delivery
must then be taken from the
Company's Godown.

No Fire Insurance whatever
will be effected.

No claim will be recognized
after the Goods have left the
Godown and all goods
remaining undelivered on 17th
inst., will be subject to rent and
landing charges.

All chafed and otherwise
damaged cargo to be left on board
or godown and examination of
same to be held on 18th inst., at
10 a.m.

All claims must be filed on or
before 24th inst., otherwise they
will not be recognized.

S. MURAMOTO,
Agent.

Hongkong, 8th Oct., 1913.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"AKI MARU."

having arrived from the above
ports, Consignees of cargo are
hereby informed that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional goods will be carried
on unless instructions are given
to the contrary before NOON,
TO-DAY.

Goods not cleared by the 14th
October, will be subject to rent.
Damaged packages must be left
in the Godown for examination
by the Consignee's and Co.'s
representatives at an appointed
hour. All claims must be presented
within ten days of the
steamer's arrival here, after
which date they cannot be re-
cognized. No claims will be
admitted after the goods have left
the Godown.

SIPPON YUSEN KAISHA,
Agent.

Hongkong, 7th October, 1913.

PACIFIC MAIL S.S. CO.

Hongkong, 6th Oct., 1913.

Consignees

NOTICE TO CONSIGNEES
From CALCUTTA, RANGOON,
PENANG and SINGAPORE.

THE Steamship

"ARRATOON APCAR."
Cause and Cure.

Few ailments are more painful and
annoying than Sore Throat, which
is so prevalent just now.

This complaint in many ways means that
the sufferer has inflamed germs—
particles of vegetable life so ex-
tremely minute that when seen
through the microscope they look
like little specks, as shown in the
above disc.

The quickest and most thorough
way of killing these germs is to suck
a few Wormwood Tablets. The

palp and swelling rapidly diminish,
the mouth and throat feel thoroughly
clean and refreshed, and in a short
time the Sore Throat is cured.

Wormwood is just as effective, too,
as a preventer of Sore Throat and
of much more dangerous epidemic
diseases like Diphtheria, Consumption
of the Lungs, Scarlet Fever,
and Measles.

Bills of Lading will be counter-
signed by the undersigned.

DAVID SASSOON & CO. LTD.
Agents.

Hongkong, 6th Oct., 1913. (473)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship.

"BENAVON"

From MIDDLEBROOK, LONDON
AND STRAITS.

CONSIGNEES of cargo are
hereby informed that all
Goods are being landed at their risk
into the hazardous and/or extra
hazardous Godowns of the Hong-
kong and Kowloon Wharf and
Godown Co., Ltd, whence and/or
from the wharves delivery may
be obtained:

No claims will be admitted
after the Goods have left the
Godown and all Goods remaining
undelivered after the 16th inst.,
will be subject to rent.

All claims against the Steamer
must be presented to the Under-
signed on or before the 23rd inst.,
or they will not be recognized.

All broken, chafed and damaged
Goods are to be left in the Go-
downs, where they will be ex-
amined on the 16th inst., at 11 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, 9th Oct., 1913.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG
AND CALCUTTA.

THE Steamship

"PRINZ EITEL FRIEDRICH."

having arrived from the above
ports, Consignees of cargo are
hereby informed that their goods
will be delivered from alongside.

Cargo impeding the discharge
will be landed at once, at consignees'
risk and expense.

Cargo remaining on board after
9th inst., will be landed at con-
signees' risk and expense.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by the undersigned.

DAVID SASSOON & CO. LTD.
Agents.

Hongkong, 8th October, 1913.

PACIFIC MAIL STEAMSHIP
COMPANY.

GENERAL AVERAGE.

S.S. "MANCHURIA."

Consignees of cargo per s.s.

"Manchuria" are hereby notified
that owing to a fire which occurred
on board on October 1st, 1913

General Average has been de-
clared, and before delivery of cargo

can be given the General Average
Bond must be properly completed,

and a deposit of 15% of the invoice
value of the goods must be paid.

In addition valuation statements
and copies of invoices must be
furnished.

SIPPON YUSEN KAISHA,
Agent.

Hongkong, 7th October, 1913.

PACIFIC MAIL S.S. CO.

Hongkong, 6th Oct., 1913.

Don't forget after the Show
Supper and Light Refreshments

ALEXANDRA CAFE.

Open till Midnight.

Hongkong, 7th Oct., 1913.

Telephone No. 215 Sub. Ex. 9.

Entertainments

VICTORIA THEATRE.

TO-NIGHT 9.15

THE MAGNIFICENT DETECTIVE PICTURE

"THE ESCAPE OF THE

WHITE GLOVE GANG"

IN THREE PARTS

"GAUMONT GRAPHIC"

ALSO A FINE SELECTION OF COMIC AND
INTERESTING PICTURES

FOR 4 NIGHTS ONLY

COMMENCING ON

WEDNESDAY, 15th October

THE GREAT PICTURE

"FOR THE KING"

A PICTURE OF VERY HIGH ORDER.

"THE LAST RAY OF SUNSHINE"

NEXT WEEK

BIJOU SCENIC THEATRE.

"THE RAGGEDY TWO"

CARLYN PHILLIPS SINGING AND DANCING

VIOLET EBLE

NIGHTLY THE LATEST RAGTIME NOVELTIES

LATEST MOTION PICTURES.

FOR ONE WEEK ONLY

COMMENCING SATURDAY, 18th October.

The Great Powerful Drama

"HER DREADFUL SECRET"

(ROGER LA HONTE)

Length 7,500 Feet.

THEATRE ROYAL

OCTOBER 25TH, 28TH AND 30TH.

COMMENCING AT 9.15 P.M.

Under the distinguished patronage of H. E. the Hon. Mr. Claud Severn the Officer Administering the Government, H. E. Major-General F. H. Kelly, C.B., C. O. C. South China Command and Commodore R. H. Anstruther, R.N., C.M.C.

THE HONGKONG MUMMERS

IN

An Elaborate Production of Shakespear's irresponsible Comedy,

"TWELFTH NIGHT"

(IN A NEW WAY)

In aid of the following Charities

THE DIOCESAN GIRL'S SCHOOL BUILDING FUND

THE BLIND HOME

THE Y.W.C.A. HOSTEL

First Amateur Shakespearian Production in the Far East,

BOOKING AT MOUTRIE'S

from OCTOBER 14th.

FILLIS' CIRCUS

KENNEDY TOWN.

GRAND CHANGE

OF PROGRAMME

TO-NIGHT.

Twice Daily: 3 and 9 p.m.

Prices \$2, \$1, 50 cts. & 30 cts.

REGULAR STEAMSHIP SERVICE.

FOR NEW YORK.

With Liberty to call at the

Malabar Coast.

Proposed Sailing from Hongkong

S.S. "Shimosa" on or about

10th Oct.

Commercial

RUBBER COSTS.

Mr. G. H. L. Wharton writes thus to the *Financial News*, which introduces the letter with the following sentence:—

Investors in rubber companies and, in fact, all persons who are in any way connected with the great plantation rubber industry, will find much to interest them in the following letter, written by one who for the past eight years has been a detached, but very observant, onlooker.

Mr. Wharton's letter runs:—I have read with much interest the views expressed by your writers and correspondents with regard to the present position of plantation rubber, and, in spite of all that has been written, I still believe all is well in the rubber world, but things might be much better. The mistake that is being made is not so much in the method of selling plantation rubber as in its preparation for market, and I cannot yet understand why it should be necessary for plantation rubber to be made into the palest of crepe and the thinnest of biscuits to attract the attention of buyers. A certain amount of this "window dressing" may have been necessary in the early days of the industry, when plantation rubber was so little known; but it has proved itself: the world's demand cannot be met without the supply from the Middle East, and the market for plantation rubber is now assured. I have not yet been able to learn that it is prepared in its present way, because the manufacturers wish it, and it quite extraordinary how little of any direct personal communication there has been between the producer and the manufacturer since the beginning.

The manufacturer buys the supposedly superior Fine, Hard Para and the confessedly inferior Ceara and Castilloa in a rough and ready condition, and it is difficult to see why he must have plantation rubber alone in a highly prepared state. Is it not more probable that he would prefer to have plantation rubber in the same condition as Para and other rubbers, so that the same methods and machinery might be used for all? No one who has seen the many processes the freshly tapped latex has to go through in the factory before it is considered fit for shipment but has had moments of doubt as to the wisdom of it all. I, personally, was never without them. I need not describe these processes in detail; but they are so hurried and drastic as to make me wonder, not that plantation rubber fetches so poor a price, but that it is worth anything at all at the end of it. It seems to me that plantation rubber fetches its price not because of, but in spite of, the treatment it receives at the factory. If the rubber were simply cured and left an adequate time to dry, it would have a much better chance against its rival from Brazil.

As regards the financial aspect, I do not think it is fully appreciated that the full factory costs represent about 40 per cent. of the cost of production. Nearly all this proportion of the cost is spent in order to produce a rubber which, by reason of the treatment it has received (at such cost), sells at 1s. and more per pound less than its almost untreated rival, and, too, it goes to produce a rubber admittedly 20 per cent. purer than its rival.

Here, then, is the solution of our present trouble. Let us save practically all our factory costs (Para does not need them), and by so doing we shall also save the 20 per cent. which, as compared with our competitors, we lose on each sale. The saving effected in this direction would be enormous, and our plantation companies would soon be increasing their dividends instead of reducing them. I do not think I am overstating it when I put the saving equal to 1d. a pound as a minimum. As regards selling, it is necessary to standardise our rubber. There is no difference in the rubber produced from a plantation tree (I am writing of the *Hevea Brasiliensis*) over eight years old and from the forest tree. Latex from younger trees is of a different condition, less mature, and it requires some 50 per cent. more latex to produce an equal

quantity as compared with the plantation tree of eight years and upwards. Plantation rubber should therefore be graded into two qualities, and the manufacturer would then know exactly what he was buying. At present, he does not know, as the latexes are nearly always mixed in the course of manufacture, and the market price of plantation rubber suffers a cordially. It is this uncertainty that militates against plantation rubber more than any supposed inferiority to the Brazil product.

It is probable that only those directors of rubber companies who have been managers themselves fully realise what a large part the factory plays in the plantation manager's life. The manager of an average-sized estate to-day practically divides his time into three parts: one to the factory, another to the office and the last, and worst, third (because he is worn out by that time) goes to his trees, or, rather to his subordinates, who are in charge of the various fields. An estate suffers, and frequently seriously, because the manager has not time to supervise the work of his assistants and to help them in it. By the elimination of the present elaborate factory methods the manager would have more time to devote to the plantation, and there would be consequent improvement in the upkeep and management of the estate. (In passing, I should like to say that the customary "vote of thanks" to the staff in the East should not be a matter of course or a perfunctory one, because it has been really splendid to see the way in which the planter has risen equal to each and every call made upon him.)

I have been an onlooker at rubber for eight years, half of them spent in the Malay Peninsula. I am not, nor ever have been, planter or a director, though, of course, I have mixed freely with both classes. Therefore I am a detached onlooker, and, as such, I think I must have seen something of the game.

Singapore Share Circular
Messrs Fraser and Co.'s share circular, dated October 1, states:—Business continues on an extremely restricted scale and in no direction has there been the slightest animation about dealings. The tendency to mark time as regards operations in Rubber Shares still prevails, although there is less dependency as to the future of the raw material and lead is anxiously awaited from London, which would be quickly reflected in the local group of shares. In Mining Shares quotations are more constantly asked but the actual business done is not extensive. The small fluctuations in Oils have been watched with interest, and moderate transactions can be reported in Shells. Of the Local Industrial substantial investments were made in Straits Trades with very few shares now offering on the market. A few Singapore Trams were taken at 4s 3d and Howarth Erskine 7 per cent. Preferences were again bought leaving further sellers a few points under par.

September Rubber Returns.
Bakoh.—8,544 lbs.
Chimpul.—4,846 lbs.
Bantang Maluku.—6,052 lbs.
Lower Pernak.—3,800 lbs.
Haylor.—6,484 lbs., nine months 49,730 lbs.
Selat.—9,117 lbs., tot 1 to date 25,804 lbs.
Ria (Malacca).—10,300 lbs., tot to date 56,000 lbs.

Tarfulgar.—1,457 lbs., to date 1,857 lbs., coconuts 26,000, to date 130,000.
Parit Buntar.—20,513 lbs., tot to date 148,800 lbs.
Chempedak.—5,400 lbs.
Alor Gajah.—9,500 lbs.
Bukit K. B. (August) 3,200 lbs.
Changkat Saluk.—23,055 lbs., nine months 133,234 lbs.
Selangor United.—5,285 lbs., six months 30,424 lbs.

United Temang (F.M.S.).—11,679 lbs., two months 22,807 lbs.
Labu (F.M.S.).—43,052 lbs., nine months 293,334 lbs.
Kamuning (Perak).—43,618 lbs., three months 128,898 lbs.
Bukit Kepong.—27,380 lbs., three months 93,501 lbs.
Heawood.—7,403 lbs., nine months 51,253 lbs.
Cheviot.—18,880 lbs., nine months 97,036 lbs.

Public Companies

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the [Company's] Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY the 11th October 1913 at 12.30 p.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1913.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 11th October 1913, both days inclusive.

By Order,
M. MANUK,
Secretary.

NOTICE

NOTICE.

NOTICE is hereby given that a meeting of the shareholders of the HEADWATER'S MINING COMPANY (Inc.) will be held at the Hongkong Hotel on Wednesday, October 22nd, at 4 p.m., to consider the POSITION of the Company and its FUTURE.

By order,
Hongkong, 8th October, 1913.

NOTICE.
LIVERPOOL, VICTORIA INSURANCE CORPORATION, LIMITED.

HAVING been appointed Agents in this Colony of the above named Corporation, we are prepared to accept usual fire risks on their behalf.

Dated, 6th October, 1913.

U. RUMJAHN & CO.,
6, Des Voeux Road Central.

NOTICE.

FOR SALE
VALUABLE LEASEHOLD PROPERTY,
BRITISH CONCESSION,
Shameen, Canton.

TWO LOT, Nos. 79 and 81, fronting on the Canal Road, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be Sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 a.m. on THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Under-signed reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—

The China Baptist Publication Society,
Tung Shan, Canton, China.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of Public Business on Monday the 13th instant.

Hongkong, 8th Oct., 1913.

September Rubber Returns.

Bakoh.—8,544 lbs.
Chimpul.—4,846 lbs.

Bantang Maluku.—6,052 lbs.
Lower Pernak.—3,800 lbs.

Haylor.—6,484 lbs., nine months 49,730 lbs.

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Heawood.—7,403 lbs., nine months 51,253 lbs.

Cheviot.—18,880 lbs., nine months 97,036 lbs.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 3rd October, 1913.

Banks

INTERNATIONAL BANKING CORPORATION

Head Office:—40, Wall Street, New York.
London Office:—38, Bishopsgate, E.C.

BRANCHES:—

Bombay
Calcutta
Canton
Cape
Colombia
Kapiti
Honolulu
Havana
Khartoum

Capital £1,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS

NATIONAL & COUNTRY ACCOUNTS opened on the usual terms.

DEPOSIT RECEIVED, fixed for one year at 4% annum, or for shorter periods, at rates which may be ascertained on application.

TRAVELLERS CHECKS sold and cashed.

LETTERS OF CREDIT and DRAFTS drawn on the above Bank.

LETTERS OF CREDIT issued by the above Bank.

PRISON FORGERIES.

Butter-Paper Banknotes
Made by Convicts.

For some time tradesmen in the district of Peterhead, Aberdeen, where the largest convict establishment in Scotland is situated, have been defrauded by counterfeit Bank of England notes, and the police were puzzled and baffled.

Two Scotland Yard detectives were despatched to Peterhead and their investigations show that the counterfeit notes must have emanated from the prison itself and that they were actually made by some of the convicts, but efforts to find the forgers have been unsuccessful. The police suspect that civilian workmen employed in connection with the breakwater had assisted the convicts, surreptitiously supplying them with the necessary appliances.

It is surmised that the tools were secreted by the workmen under stones, from which hiding-place the convicts took them. These tools were evidently used with remarkable skill. Apparently the convicts, after making the notes, passed them to workmen, and received in exchange tobacco and other articles.

Inquiries show that the practice must have been going on for a considerable time. Several residents in the Peterhead district have in their possession a number of notes which they preserve as curiosities.

A bank official who went to Peterhead from Aberdeen and carefully examined the spurious notes expressed the opinion that they were cleverly made on paper that had been used in wrapping butter supplies for the prison.

The Aberdeen correspondent of the "Daily Chronicle" was able to get a look at one of the notes, which is said to be a rather poor specimen. It purports to be for £5, and it is evidently done with pen and ink. It is drawn upon the Union-Bank of Scotland. At a small distance away the note bears a considerable resemblance to a genuine Scottish note. The word "five" is printed across the note in red, and the Royal arms at the head are well done. On the whole the work is remarkably good, but it would not deceive any one on close examination. Some white pigment has been obtained, by means of which the figure "5" is made to stand out prominently.

The correspondent was also able to see a letter written to a free workman by a convict on a page torn from a hymn-book, in which tobacco was asked for and a "five" promised in exchange. The letter was as follows:—

Sir.—These few lines to thank you very much for those fags. Now if you will get me a very sharp pen-nib, as sharp as you can, I will have a fiver for you on Monday. Saturday and Sunday is the only day we can get the chance to make them for fear of getting searched. Get me some coloured paper, the most coloured the better. Say the size you want.

The convict then gives instructions where the tobacco should be left, and states that he will make a certain sign with his hand when he has placed the bogus note in a place where his correspondent can find it.

The prison contains 400 convicts at present, including about a score of well-known forgers.

The prison authorities do not conceal their aversion from the relaxation ordered by the Home Office, and the suggestion is being made that privileges thus accorded have been abused, and that the convicts must have been in touch with civilian workmen.

AIRMAN IN ONE DAY.

There is Hope for us All.

Mr. Pemberton Billing completed all the necessary aviation tests and took his pilot's certificate at Brooklands recently.

By the terms of a friendly wager between Mr. Billing and Mr. Handley Page the two men had to learn to fly and obtain their certificates in one day. Mr. Billing entered his machine in the morning and at 5.40 p.m. had performed his task. Mr. Page's attempt is to be made at Hendon.

INDIAN EDUCATION.

In concluding a speech at Simla, the Viceroy, alluding to the question of education, said the Government would leave no stone unturned to realize the hopes contained in His Majesty's recent inspiring messages.

We have set ourselves a high ideal. We desire to give the young generation of Indian as good a chance in life as we Englishmen received. We wish the youth of India to be taught wisely, to be truly patriotic, to serve the country with unselfish devotion, to appreciate their own great historical traditions, and to take pride in belonging to the land in which they were born. As a father myself I can sympathize with their children. I hope to see the young generation in schools and universities grow able and clever men, who will play their part in the administration and in the social and moral development of this great Empire, and when I think of the students I have seen in different parts of India with whom I have had the advantage of conversation, I am filled with feelings of hope and enthusiasm. To the students my heart goes out. I feel no sacrifice is too great for their welfare and education, for with them and their posterity lies the future of this land and the destiny of India."

Lord Hardinge was loudly cheered at the conclusion of his speech.

SILIMPON COAL.

BUNKERS

can be supplied at cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

HABANA PLANTEURS.



"THE IDEAL SMOKE of the CONNOISSEUR."

H. RUTTONJEE & SON,
QUEEN'S ROAD CENTRAL.

Obtainable
from all
Cigar Merchants.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and countries beyond will be closed in this Office at 5 p.m. on the 8th of November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 13th of December. The following mail of the 22nd November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents and with this mail are due in London on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible.

Buttons, Coins, Thimbles, cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix Stamps on letters or parcels or to seal any article for the Public. Parcels that in the opinion of the Office handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

The Atlantic with the French Mail Europe is due to arrive here tomorrow at 5 a.m.

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MAILS DUE.

French, Atlantic, 11th inst.

MAILS CLOSE TO-DAY.

Shanghai and North China—Per WASHINGTON, 10th Oct., 5 p.m.

TO-MORROW.

Saigon—Per PHEUMPHENH, 11th inst., 8 a.m.

Strait, Burmah, Caylon, Adelaid, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed, to-day, at 5 p.m.—Per CHINA, 11th Oct., 11 a.m.

Philippines Islands—Per LOONGSANG, 11th inst., 1 p.m.

Shanghai and North China—Per HSIN-CHANG, 11th inst., 1 p.m.

Shanghai and North China—Per YUN-NAN, 11th inst., 2 p.m.

Manzanillo and Guaymas (Mexico)—Per MARIE, 11th inst., 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per ATLANTIQUE, 11th Oct., 4 p.m.

Siberian Mail.

Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 11th inst., 5 p.m.

Japan via Yokohama—Per THONG-WA, 11th Oct., 5 p.m.

Shanghai and North China—Per CHOY-SANG, 11th inst., 5 p.m.

SUNDAY, 12th Oct.

Swatow, Amoy and Formosa via Tamsui—Per DAIGI MARU, 12th Oct., 9 a.m.

Swatow—Per HAIMUN, 12th Oct., 3 p.m.

MONDAY, 13th Oct.

Wei-hai-wei, Chefoo and Tientsin—Per KUEICHOW, 13th Oct., 3 p.m.

TUESDAY, 14th Oct.

Swatow, Amoy and Foochow—Per HAI-MAN, 14th Oct., 10 a.m.

Philippines Islands, Japan via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco—Per CHINA, 14th inst., 11 a.m.

Philippines Islands—Per CHINHUA, 14th inst., 3 p.m.

Philippines Islands—Per RUBI, 14th Oct., 3 p.m.

Swatow, Amoy and Formosa via Anping and Tainao—Per SOSHU MARU, 14th inst., 6 p.m.

Wednesday, 15th October.

Strait, Burmah, Caylon, Adelaid, Western Australia, India, Aden, Egypt, and Europe via Naples—Per GNEISENAU, 15th October, 9 a.m.

Swatow—Per HAIMUN, 15th inst., 10 a.m.

American & Canadian Mail.

Fornosa via Keelung, Shanghai and North China, Japan via Nagasaki, Victoria and Tasmania—Per MEXICO MARU, 15th noon.

Strait—Per FAUSANG, 15th Oct., 3 p.m.

Thursday, 16th October.

Japan via Yokohama—Per LOVAT, 16th inst., 1 p.m.

Shanghai and North China—Per ANHUI, 16th Oct., 3 p.m.

Friday, 17th Oct.

Swatow, Amoy and Foochow—Per HAI-CHING, 17th Oct., 10 a.m.

Saturday, 18th October.

Philippines Islands—Per YEUNSANG, 18th inst., 1 p.m.

Siberian Mail.

Shanghai and North China (Europe via Siberia)—Per CHENAN, 18th Oct., 5 p.m.

Tuesday, 21st Oct.

Shanghai, North China, Japan via Moi, Victoria B.C. and East Wash—Per SANUKI MARU, 21st inst., 11 a.m.

Straits and China—Per KOTORI MARU, 21st Oct., 5 p.m.

Shanghai, North China, and Japan via Kobe—Per KUTSANG, 21st inst., 5 p.m.

SHIPPING NEWS.

ARRIVED.

Ariake Maru, Jap. a.s. 3,183, S. Sato, 9th instant—Saigon 3rd instant, White Rice—M.B.K.

Kamor, Nor. a.s. 949, Faik' Mun, 9th instant—Bangkok 1st instant, Rice—Order.

Kwangs, Br. a.s. 1,468, Mincurthu, 10th instant—Shanghai 7th instant, Gen.—C. M. S. N. Co.

Wingsang, Br. a.s. 1,417, J. H. Lehman, 10th instant—Wuhu 5th instant, Rice—J. M. & Co.

City of Baroda, Br. a.s. 3,276, E. Mason, 9th instant—Colombo 28th ult., Gen.—Order.

1 Hongkong and Neighbourhood.

China, Br. a.s. 4,161, C. H. S. Toque, 10th instant—Shanghai 7th instant, Gen.—F. & O. S. N. Co.

Kueichow, Br. a.s. 1,304, Forsyth, 10th instant—Newchwang, Gen.—B. and S.

Sachson, Ger. a.s. 5,088, A. Wagner, 10th instant—Shanghai 7th instant, Gen. & Or. H.A.L.

Sesu Muji, Jap. a.s. 1,119, K. Tashiro, 10th instant—Swatow 9th instant, Gen.—O.S.K.

Fausang, a.s. 1,410, H. S. Walker, 10th instant—Surabaya and Siam, 28th ult., Sugar—J. M. and Co.

Wingsang, a.s. 1,410, H. S. Walker, 10th instant—Surabaya and Siam, 28th ult., Sugar—J. M. and Co.

Wostuck, 7a, 30.37, 47, 20 wnw 2 b

Nomuro, 6a, 30.01, 47, 20 wnw 2 b

Mukodate, 7a, 30.13, 47, 20 wnw 2 b

Tokio, 7a, 30.08, 47, 20 wnw 2 b

Kochi, 7a, 30.09, 47, 20 wnw 2 b

Nagasaki, 7a, 30.07, 47, 20 wnw 2 b

K'whim, 7a, 30.07, 47, 20 wnw 2 b

Osakima, 7a, 29.99, 47, 20 wnw 2 b

Naha, 7a, 29.99, 47, 20 wnw 2 b

Ishijima, 7a, 30.01, 47, 20 wnw 2 b

Bonin Is., 7a, 30.01, 47, 20 wnw 2 b

Choo, 7a, 30.01, 47, 20 wnw 2 b

W'hai'wei, 7a, 30.34, 81, 53 n, 4 b

Hankow, 7a, 30.34, 81, 53 n, 4 b

Ichang, 7a, 29.99, 47, 20 wnw 2